

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. IX.

RIO DE JANEIRO, FEBRUARY 5TH, 1882

NUMBER 4

## OFFICIAL DIRECTORY

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Mixed Train: Leave Rio at 9:10 a. m., 3:12 and 4:10 p. m., arrive from Belém 7:15 a. m., from Barra 5:45 a. m., from Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.  
Suburban Trains.—Passenger trains leave at 6:00, 6:30, 7:40, 8:40 and 10:12 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m., all stopping at Cascadura except the 10 p. m. train, which runs to Soppembá. Returning, the trains leave Soppembá at 3:30 and Cascadura at 3:50, 6:10, 7:40, 8:45, 10 and 11:25 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and 9:40 p. m.  
CANTAGALLO R.R.—Leaves Niterói (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05. Cadeiro (1 hour per tramway from Cantagallo) 4:25 and Macaë 5:45 p. m. Return train leaves Macaë 6:30, Cadeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterói 4:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.  
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# THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet,  
the French packet of the 15th., and Royal  
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A. J. LAMOREUX, Editor and Proprietor.

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RIO DE JANEIRO, FEBRUARY 5TH, 1882.

An error in our last issue made us say that the aggregate stocks of coffee in the principal ports of Europe on the 1st of January last were "over twice the normal export there from Brazil." We should have said nearly twice the normal export. Although the average export during the last eight years has been 1,235,230 bags, the normal export has been between one million and eleven hundred thousand bags. The extraordinarily large shipments for 1881—1,905,241 bags—which was due to speculative influences rather than to any actual demand, increased the average for the eight years since 1874 to over twelve hundred thousand bags. Our purpose was to show the enormous accumulation of coffee in those ports which has not yet entered the market for consumption, and which represents nearly twice the normal export there from this country. Some of this coffee has been held for two years, and now represents an enormous loss. It is reasonable to presume that these stocks can not be held much longer for a better market, because the stocks already accumulated and the constantly increasing production all tend to keep prices at the minimum—even at rates lower than those now ruling. These accumulated stocks in Europe represent about five months consumption there, and if thrown upon the market early this year, as they undoubtedly will be, they will cause a heavy decline in imports. More than that, they represent an aggregate loss which can not fail to cause widespread disaster in the trade, of which Brazil must unavoidably bear no small share. We do not expect ministers of finance to take any account of these ominous facts, but merchants and planters will do well to take them into thoughtful consideration.

It is pleasant to know, in connection with the slaughter house complications, that the railway supplies American refrigerating cars for the transportation of meat from Santa Cruz to this city. It is perplexing to know at the same time that these cars won't preserve the meat as they should. No matter if they are used to convey meat from Chicago to New York; no matter if they have given perfect satisfaction elsewhere; in Brazil they are useless. Day after day they have been used to bring meat into the city, and the greater part of it invariably spoils. They are no better than open cattle ears. It is true that they are run upon sidings and are left exposed to the blistering rays of the sun—but what of that? It is true that when the meat is put into them they are like ovens—but is n't that a proof against them? And it is also true that not a kilo of ice is ever used in them, nor are the doors kept closed! A refrigerating car ought to do its

work, whatever may be its surroundings. It ought to be heat proof, even against a dozen such suns as we possess. And should a bit of heat once get inside, it should be refrigerated on the spot. A refrigerating car should never get warmed up, even were an alderman riding in it. And then, if there is no ice, why does n't the car manufacture it? What's the car for? It ought to refrigerate without ice. It ought to freeze the very marrow of a Santa Cruz alderman. It ought to freeze the beef so hard that an ax would not touch it. It even ought to cool the whole atmosphere through which it passes. It's all folly—this buying a machine for a certain purpose, and then doing the work yourself. If these ears are built for refrigerating meats, why don't they do it? Must the city council go and do it for them? Must the city pay for the refrigerating, and the ice to do it besides? Evidently there's something wrong somewhere, and no one seems to know just where it is!

The *Correio Paulistano* has done us the honor of transcribing our discussion of lotteries, of the 5th ult., and with a cordial support of our opinions. From the unqualified position taken by the *Correio* we are convinced that this is something more than a compliment to ourselves; it is a declaration of war upon a practice which is one of the great evils of this country. We believe that were we to ask the great majority of our colleagues for their honest opinion of these lotteries, they would all agree that they are indisputably evil. They would readily admit that these frequent drawings are destructive to the character and good habits of the people, obstructive to the development of business and industry, and demoralizing to the government which fosters them. There are very few intelligent men who will have the hardihood to defend the lottery. The trouble with the whole question in the inertia of the people and the vicious administrative policy which has been fixed upon them. If our colleagues of the press were to attack the evil resolutely and persistently, they would crush it. No such practice can withstand the united opposition of the press. And, too, if the people, or rather the business communities who suffer most from them, were to demand their abolition, and repeat their demands in season and out of season, that, too, would eventually bring about the prohibition of lotteries. All these united efforts, however, are lacking, and nothing is therefore done to suppress the evil. Unfortunately for a people so inert in such matters, the traditional policy of the government is to employ and encourage all such practices, as a source of revenue. The money derived from lotteries is ample and easily obtained. It is an indirect tax upon the people, and as such is not felt by them. Until forced to do so, the government will be very loth to give up so lucrative and irresponsible a source of revenue. We trust that the *Correio* will not let the question drop just here, but will pursue it so vigorously that from very shame its contemporaries and the people will unite in demanding the prohibition of every lottery in Brazil from now henceforth.

It is satisfactory to note that there are some public men who appreciate the value of small farming, and who recognize its great importance to the country. It is not altogether easy for a public man to advocate the extension and encouragement of this system, when all the wealth and influence and traditions of the country are arrayed against him; when it is done, therefore, we may feel assured that it arises from an intelligent consideration of the question, and from a strong belief in its practical value

and adaptability. Inasmuch as the government is very nearly always composed of men who are themselves great proprietors, and who are interested, as was Premier Sinimbu, in aiding and protecting the great estates by all the powers and resources of the state, it is almost hopeless to expect anything for the small cultivators. And yet, it is an indisputable fact that where small farming is well established, there also is found the most wealth, education and substantial comfort among the people. The ownership of a piece of ground and the cultivation of it according to one's own will invariably fosters independence of character and an ambition to improve one's social and economic condition. These elements are of prime value both to the individual, and to the country in which he lives. We are glad therefore to see that our esteemed colleague, Dr. Portella, of the *Monitor Campista*, is advocating the development of this system of agriculture in Brazil. In a speech before the provincial assembly of Rio de Janeiro on the 27th December he called attention to this matter in a way which appeals directly to the good sense of every man by giving statistics of food imports during the year 1880, all of which could be produced by this province through the employment of small farming. According to his statistics, and we take pleasure in referring them to the *fomadas* of the Associação Industrial, the receipts of food products at this port during 1880 were as follows:

	quantity	approx. value
Rice, bags,.....	195,898	1,764,082.5
Lard, pkgs,.....	101,434	1,217,568
Irish potatoes pkgs.,.....	227,777	445,554
Onions, pkgs.,.....	105,676	634,056
Beans, bags,.....	58,588	117,176
Beans, ".....	29,343	234,744
Corn, ".....	103,597	414,028
Butter, pkgs.,.....	36,567	4,408,040
		9,235,248

These statistics afford an argument which must appeal to every man's good judgment. If these food products can be produced at home, then why not do it? The industry will give employment to labor, and will add just so much wealth to the agricultural industries of the country. Now let Dr. Portella and his friends address themselves to the removal of all obstacles to this system, and we shall have a reform in hand which will be of greater importance to Brazil than all the central *engenhas* that can be devised!

We regret to note that our highly esteemed contemporary, the *Agricultural Progressista*, has fallen prey to the exhibition mania and is vigorously advocating such an enterprise in this city as a national agricultural and stock-raising exhibition. Desirable as may be every effort for the development of these industries—and we do not doubt our colleague's disinterested purposes in this respect—we are inclined to think that an exhibition in this city just now would be fruitless. With every possible industry and occupation rushing into public notice through the medium of exhibitions, these enterprises run great risks of becoming nothing less than industrial masquerades. We have yet to see the great good growing out of the late industrial exposition for which so great preparations were made, and of which so much has been written. When we can learn of one industrial establishment started through its influence, or one industrial process improved, we shall then believe that it has occasioned a good result. As long however as its chief purpose seems to have been to influence the government in favor of protection, to exhibit industrial needs as a beggar exhibits his deformities, we can not see what practical good is to come out of it. Upon this example our colleague proposes to build a scheme for a national agricultural and stock-raising exhibition, and appeals to the government for aid. Now,

if there can be shown any practical benefits from this scheme, we shall take the greatest pleasure in commending and advocating it; but where are these benefits to come from? We have seen a fruitless coffee exposition, which was worth to the planters about as much as a walk through the store-houses in Rua Municipal. And we have seen an industrial exposition in which an ugly oil painting, or an ingenious dinner service of wax, attracted infinitely more attention and comment than exhibits which contained in themselves the germs of new industries and wealth. An agricultural exhibition to be of practical value must be held within agricultural districts, where some benefit may grow out of actual competition. Why should the sugar-growers of Campos, Bahia, Pernambuco and Maranhão contribute to a sugar exhibit in Rio de Janeiro, when not more than a score of them will be able to come? And then, why should the stock-raisers of Rio Grande send their cattle and cattle products here, where there is so little to compete with, and so much expense attached to the coming? This giving industrial expositions for the benefit of the capital, the majority of whose people can have no other interest in them than that of mere curiosity, is all a mistake. If our colleague can initiate local exhibitions, and arouse a genuine interest in them, he will at some future day have a substantial basis for a great national exhibit; but until that time comes his enterprise will be something like that other mistaken quest—the building up of a great university before there is a common school substratum to build it upon.

ACCORDING to a recent report by the secretary of the Rio de Janeiro provincial government, the slave population of that province was 276,195 on the 30th of June last. The matriculation returns of September 30, 1873, gave the province a slave population of 301,169, from which it is seen that the decrease from all causes during the seven and three-quarters years which have elapsed, has been 24,974, or an average of 3,222 per annum. During this same period the number of slaves brought into the province was 74,037, and the number taken out was 41,614, leaving a balance of 32,423 to be added to its permanent slave population. The number of slaves liberated through the emancipation fund during this period was 1,620, or at the average rate of 209 per annum. During the same time, however, there were 8,658 liberations by private gift, and 745 through judicial compulsion, making the total number of liberations 11,023, or an average of 1,422 per annum. The number of deaths in the same period was 46,374, which gives an average of 5,984 per annum, or an average annual rate of 20.7 per thousand. From these figures it would seem that death has been the greatest emancipator of all, for while the annual death rate has been over 20 per thousand, the annual emancipation rate has been a little less than 5 per thousand. Were it not for the kindly offices of death, or could the operations of emancipation be narrowed to the acts of men without the aid of death, it would take 85 years at the present rate to extinguish slavery in the province of Rio de Janeiro. Practically, however, the rate must increase with each year, as old age will be busily breaking the shackles which can never be welded upon younger limbs, and the steadily diminishing population will increase the effectiveness of the fund for emancipation purposes. It now remains to be seen whether the country will not take some step toward this inevitable result. To leave this great slave population to melt away by so slow a process is simply a refinement of cruelty. No people, however degraded they may be, can stand it. Imagine

a thousand slaves tantalized year after year with an annual liberation of barely five men. If they can reason at all, they will know that to the majority of them the sweet boon of liberty can never come, for old age and death will overtake them in slavery before this snail-paced emancipation can work their release. The agony of disappointed desire and expectation, the constantly growing sense of injustice, the constantly changing social relations between old comrades, and the daily glimpses of freedom, will be a torture which human nature will never bear. It will be a torture which will make wild boasts of these unhappy creatures; it is a cruelty which can have no other result than the most deadly hatred between master and slave. It will be a matter of high policy, as well as of justice, for the government to delay this question of early and total emancipation no longer.

We are glad to note that the president of the council includes in his unofficial programme some reform in the currency medium of the country. We do not expect that he will accomplish anything in this line, but the simple fact that he recognizes the necessity for some reform, and the discussion which must necessarily arise from such an admission, can not fail to result in some good. There is no doubt whatever as to the urgent need of legislation on this subject. The currency problem in Brazil is one of vital importance, not only to the credit of the nation, but to the business and industrial interests of the people; and the question is becoming more and more serious every day. Brazil possesses to-day a circulating currency medium of 213,000,000\$, in round numbers, of which a little over 188,000,000\$ is in actual circulation, and the remainder is signed and ready for issue. All of this currency is irredeemable, except in kind and at the pleasure of the government. It is also subject to arbitrary calls, under penalties of discounts and absolute repudiation. Added to the large amount outstanding and the possible increase of that amount at any time, this irredeemable character of the notes, and the dishonest repudiation of some of them by the government, all tend to depreciate the currency, and to subject business to the risks and losses incident to such a policy. A treasury note is simply a non-interest bearing note of hand payable to bearer, and should be made payable in gold on demand. To make such a note payable at pleasure, or subject to the discounts or repudiation of the issuer, is clearly dishonest and discreditable. People are sometimes blinded to these facts by the belief that it is the part of a government to furnish the people with money, and that is interpreted to mean paper currency. This is erroneous. Money is an instrument of intrinsic value, and it is the part of government simply to coin and determine these values for public convenience. A paper note is simply an acknowledgment of indebtedness—a promise to pay. Logically, a payment does not mean a substitution of another promise, similar in terms and character, but something of real value, like gold and silver. The issue of a treasury note indicates nothing less than that the government can not pay the money itself, but promises to pay it at some future time. Now, as these notes do not bear interest and are subject to many and great risks, they should be made payable, *in coin*, on demand. That done, the notes will then be worth their face value in gold—always supposing the national treasury to be solvent—and holders will be insured against the risks of depreciation. On these bases, the paper currency of Brazil is in need of many urgent reforms. It is now left to the wains of finance ministers, who, like Afonso Celso, see no harm in calling in notes for cancella-

tion, and then secretly re-issuing them. It is subject to no rigid limit or regulation upon the issue, and is irredeemable in value. It is subject to great fluctuations, and to arbitrary repudiation. It is essentially unsound, unsafe and vicious.

SINCE our last issue the sessions of the General Assembly have been held regularly, but thus far without any other result than the work of organization—the consideration of contested election cases and the choice of committees. There have been a great many oratorical efforts, but they have had little or no real political interest. It has been a time for the young and aspiring politicians who have their rhetorical spurs to win, and who can always best succeed when the questions under discussion are more personal than political in the broad sense of the term. One of these young aspirants—just out of a law school—refers to his "obscure record," but asserts most vehemently that he has "never been inconsistent"—and a charitable public applauds his effort and prophesies a brilliant future. All this is very pleasant, but it is neither legislation nor government. It is good for a debating society, but for a tax-ridden people it is just a trifle serious. The only event of importance which has occurred within this period—aside from the appointment of Deputy Bento Francisco de Paula e Souza, of São Paulo, as minister of marine, and Deputy Manuel da Silva Mafra, of Paraná, as minister of justice—was the address of the new premier before the Chamber of Deputies on the 21st instant, in which he explained the ministerial changes, and his position as chief of the cabinet. He asserted that he had no programme to announce, but that he should adhere to those principles, as minister, which he had advocated in over twenty years of opposition. He limited himself simply to asking the confidence of his own party, the liberals, and of the opposition, the conservatives. In his acceptance of the portfolio of finance, however, he was actuated by something more than a desire to follow the example of his predecessors. His first aim, in this department, would be to secure some permanent law relative to the army and navy establishment, the appropriations for which had already been exhausted, and to the passage of the annual budget. He then proposes to call the attention of parliament to the question of paper money, which has so injurious an effect on exchange and commerce. We now have 213,000,000\$ in paper money, and all efforts to improve exchange are therefore mere expedients, without result. It is necessary to begin the withdrawal of the paper money. The public debt is also a subject for serious consideration, and is a subject for grave apprehension to himself and to all Brazilians. It is a source of great weakness to the country to have a public debt whose interest absorbs one-third part of the whole revenue. The first question, however, is the withdrawal of the paper money, after which—and this will probably not occur during the first session—the conversion of the public debt should be considered. Within the jurisdiction of his colleagues there will be the questions of public instruction, of joint-stock companies, of losses and accidents (insurance), and of immigration. He wished to say that there is in the country to-day a press whose arms were insults and injuries, but these he accepted as an aid to administration; he accepted them "with a peaceful mind and without any resentment or spirit of vengeance." It is strange to say, however, that the public has not yet recovered its confidence in Premier Martinho Campos, and refuses to believe either in his good intentions, or his ability to carry out the good reforms which he advocates. The press is almost unanimous in withholding their support.

#### THE D. THERESA CHRISTINA RAILWAY.

This railway is situated in the province of Santa Catharina, and commences at a point on the coast about 45 miles south of Deserto, the capital of the province. It follows the valley of the River Tuberao, one of the most fertile valleys in Brazil, and terminates at the coal mines of Rio Bonito and Passadous with a length of 111 kilometers. From its 27th kilometer from the coast starts a small branch line to Laguna, a distance of some 6 kilometers; altogether a total length of about 117 kilometers.

The location of the line and the definite studies were commenced by the contractors, Messrs. James Perry & Co., of London, in January last, and their engineers up to the present date, or after twelve months work, have to their credit the following results:

The location and staking of the line is completed to 85 kilometers, and the *picadas* have been run through to the terminus for the trial surveys and levels. The line is thoroughly cleared for 78 kilometers.

The earthworks and rock-cuttings, the latter being rather heavy in some parts of the line, are well advanced up to 58 kilometers, and are about to be started up to 71 kilometers.

The iron bridgework, also heavy, has been started, and the viaduct across the lagoon is now well in hand. This will be a very considerable structure, being over 1,400 meters in length with the rails about 6 meters above the highest water level. This viaduct will be constructed of cast iron piles, with a superstructure of wrought iron girders. It is probable that this structure will be completed in 24 months.

The masonry advances proportionately with the earthworks, and much is already done. About 12 kilometers of rails are actually laid, and, as many more kilometers of bed are ready for them, the laying will proceed much faster on the arrival of the three locomotives expected in January. Sidings are already laid in for the terminal station at the coast, and for the station at Laguna. Good sheds and other buildings are being started at these stations.

The coal mines before mentioned have again been surveyed carefully with a view of ascertaining the best mode of opening them out, and arrangements will soon be made to excavate the coal for transport to the coast immediately after the line is opened.

The contractors are confident that the works will be completed within the contract time, which will be easily done if the same rate of progress be kept up, which has characterized them thus far.

The province of Santa Catharina possesses an agreeable, but somewhat variable climate. The inhabitants, generally, are lethargic and poor, but the railway works have diffused some little life among them, and have, to a great extent, diverted them from their hitherto dromedary existence. \*

#### THE NEW PROVINCIAL PRESIDENTS.

By an imperial decree of the 28th ult. the government makes the following appointments for the position of provincial president:

Bahia.—Conselheiro Pedro Luiz Pereira de Souza, ex-minister of foreign affairs;  
Minas Geraes.—Bacharel Theophilo Ottoni;  
Pernambuco.—Conselheiro José Liberato Barroso;  
Maranhão.—Bacharel José Manoel Freitas;  
Pará.—Bacharel João José Pedrosa;  
Amazonas.—Bacharel José Lustosa da Cunha Paranaguá.

AN exhibition of jute grown in the Domain lands of Shoubra, Egypt, was lately held at Alexandria. The quality of the jute was pronounced excellent, but the quantity per acre falls short of expectation, owing to the defective irrigation in the early stage of germination, which need not occur again. It is considered that a solid success has been achieved, and that jute culture will be a permanent source of prosperity to Egypt.

#### DISTRIBUTION OF LABOR.

The *N. Y. Bulletin* commenting on the scarcity of labor in British Columbia, and the fact that it is so hard to meet the want that even the heathen Chinese is not objected to, wonders why human ingenuity, aided by philanthropy and a wise socio-political economy, could not devise some means of transferring work people from the overcrowded labor markets of Europe to so inviting a field. The problem has not the fascination of novelty; the best minds of the age—and for that matter of many an age—have been employed upon its solution, but it still remains for some one to give the world a receipt for the most profitable distribution of the working force of the race.—*Montreal Herald*.

The most effective "receipt" would be, first, swift transportation, favorable climatic influences, cheap lands, and last, but not least, the certainty of remunerative employment. The first three exist as regards our own country and some of the South American states on the Atlantic coast, and the last might also be attainable if the numerous charitable, philanthropic and humanitarian organizations with which nearly all great cities in our own country as well as in Europe abound would direct their efforts less to making poverty and thriftlessness attractive by organizing it, as it were, on a permanent, recognized basis than to the systematic bringing of the laborer and the labor market together. There is no finer climate and there are no better lands in the universe than on the Pacific coast from San Francisco up to British Columbia; and if "the working forces of the race" could somehow be transferred there, the transformation would from every point of view be a happy one. We but mention these countries incidentally. There are many others within the temperate zone not less attractive, only waiting for Anglo-Saxon muscle and Anglo-Saxon enterprise to develop them. How long are they to wait? It is time "the best minds of the age" bestowed upon the subject the consideration to which it is eminently entitled. The problem, how to get the workingman away from communities where there is no market for his labor, to countries where it is urgently needed, is certainly not one beneath the dignity of the statesman, or the political economist, or the humanitarian, or the sociologist. It is a problem that we have no doubt could be satisfactorily solved if half the attention were bestowed upon it that is accorded by governments and individuals to political intrigues, to the prevention and prosecution of wars, theological disputations, and the like. The Episcopal church congress, recently sitting at Providence, we observe, barely touched the question, but there is encouragement in the fact that it touched it at all. The truth is, socio-economic questions are rapidly pushing themselves forward for solution in both hemispheres, whether men like it or not, and this matter of the distribution of labor is a factor in the controversy the vital importance of which cannot, and ought not, to be ignored or underestimated.—*Commercial Bulletin*, Nov. 3.

#### CHICORY

Although chicory is used to a considerable extent in this country comparatively little is known about it. Europe annually consumes nearly a million and a half pounds, and the consumption is each year increasing. The consumers in our country have taken a natural prejudice against it from the fact that it was used so extensively as an adulterant for coffee. If dealers in the first place instead of selling coffee adulterated with chicory for pure coffee had represented it as just what it was, nobody would have said anything, and probably would have relished it; but from the simple fact that it was an adulterant they disliked it. Chicory is a harmless root, prepared from the wild succory of Europe, and yields a drink closely allied in flavor to that of coffee; it gives increased color and flavor to coffee, used as an admixture to a moderate extent, and is considered by most persons to furnish an improvement on coffee alone. Don't understand us to mean that we advocate the use of chicory for an adulterant and being sold for pure coffee, but we do say that if dealers would represent it as being adulterated with chicory and sell it for nothing else this prejudice would give way to a better feeling—would open up a much larger consumptive demand. Although there are few persons in this country who do not know the name of chicory and what it looks like after being prepared, but few of these really know what it is. As we have said before it is prepared from the root of the wild succory of Europe, and is very similar to the root of the lettuce or the dandelion of the United States, owing to the bitterness and milky secretion which it contains. It was formerly used for medicinal purposes, but for about a century has been used as a substitute or an admixture for coffee. The roots, after being washed, are cut in small pieces and thoroughly kiln dried. They are then roasted in iron cylinders similar to the process of parching coffee; it is then taken out and is ready for what uses it may be put to. In Belgium an average of five pounds per person is annually used, so popular and well-liked is it. It is sold upon its own merits, and when there is no concealment its addition to coffee cannot be looked upon in the light of an adulteration.—*The Grocer*.

## PROVINCIAL NOTES

—The December receipts of the Ceará custom house were 183,872\$141.

—The December receipts of the Maranhão custom house were 236,512\$414, and of the provincial treasury 96,448\$134.

—The December receipts of the Pará custom house amounted to 724,814\$692, against 488,821\$144 in 1880, and 681,711\$554 in 1879.

—A senatorial election has been called in Rio Grande do Sul for the 6th March to fill the vacancy caused by the death of Florencio de Abreu.

—The Mato Grosso senatorial election has resulted in the choice of Delamare, Firmo de Mattos and Couto de Magalhães for the triplicate list.

—The municipal council of Campinas, São Paulo, desires to contract a loan for 300,000\$, and proposes to ask the provincial assembly for an authorization.

—The total receipts of the Pará provincial *recolheria* during 1881 amounted to 2,044,358\$795 for the province, and 268,641\$271 for the municipality.

—The minister of empire has authorized the president of São Paulo to open a credit of 20,000\$ for the expenses of the immigrants' quarters in that city.

—The 191st lottery drawing for the Pernambuco Santa Casa de Misericórdia took place on the 20th ult. We'd like to see a balance sheet on these Santa Casas!

—The Amazonas provincial government has accepted the proposal of the Booth Steamship Company, Limited, for the navigation service between Manaus and the United States.

—Two grown boys, Antonio das Carvalhas and Antonio Abreu, were playing with a revolver at Santos on the 22nd ult. The latter won't use his *braga direita* for some days to come.

—A police official, Lourenço de Souza Figueira, was shot at Salinas, Pará, on the 26th December, by Mattioju Antonio de Jesus, who had been arrested for disorderly conduct at a church festa.

—The *Diário do Gram-Pará* entered upon its 31st year on the 1st ult. The *Diário* is one of our ablest provincial contemporaries, and well deserves the success which so many years represent.

—The vote for the three senatorial candidates in Minas Geraes, was 6,868 for Lima Duarte, 5,619 for Martinho Campos, and 4,191 for Evaristo Veiga. The Emperor's choice fell upon Martinho Campos.

—The December receipts of rubber at Pará amounted to 1,415,000 kilos, and the sales to 992,000 kilos, leaving a stock on hand of 682,000 kilos. The cacao receipts were 44,000 kilos, sales, 10,000 kilos, stock remaining 44,000 kilos.

—The Misericórdia hospital at Maragogipe, Bahia, realized its 367th lottery on the 21st ult. This lottery system would seem to be a kind of homeopathic charity—*similia similibus curantur*.

—The December receipts of sugar and cotton at Pernambuco were as follows:

	1881	1880
Sugar.....	474,543 bags	418,650 bags
Cotton.....	15,274 sacks	11,416 sacks

—In view of the balance remaining in the provincial treasury on the 31st December, 602,406\$922, the president of Pará has issued orders for the redemption of 200,000\$ of the provincial indebtedness. The other provinces of the empire will not go amiss if they follow this good example.

—On the night of the 11th December, Manoel João killed Iguaço de Souza Castro at Theresina, Piahy, in a matter of honor. His honor appened in that direction, the assassin next undertook to kill his wife, failing in which he took to flight. The police are making *diligencias*.

—The São Paulo provincial assembly has approved certain modifications in the Ypiranga lottery drawings, lately adopted by the commission. Under the new plan, each lottery will be divided into five independent series of 1,000,000\$ each, the number of tickets will be reduced and the price increased.

—The municipal council of Porto Alegre, Rio Grande do Sul, has resolved to reduce the interest on the bonded indebtedness of that city to 6 per cent. All holders of bonds were invited to present their bonds for redemption or transfer to the new securities at the city hall before the 31st ult.

—An assassination took place at Angelim, Maranhão, on the 29th December, a woman named Rosa Maria Queiroa being barbarously stabbed and cut by a young vagabond named João de Deus. The weapon was a heavy knife with which the assassin gave his victim nine cuts through the skull and two in the back. João is still at large, and the police are taking *providencias*.

—The *Gazeta*, of Juiz de Fora, Minas Geraes, says that province, or rather that municipality, furnished Rio de Janeiro with 10,300 liters of milk during the month of December. The freight on this milk to the Dom Pedro II railway was 1,800\$. This is equivalent to 175 reis per liter for a distance of 275 kilometers.

—A recent fight at Varre-Sahe, in the eastern part of the province of Rio de Janeiro, resulted in three deaths and many wounds.

—Up to the present time the Talim assassins, Rio Grande do Sul, who murdered a whole family of some seven persons at that place two or three months since, have not been captured. It is reported that they have found an asylum on the estancia of a well-known colonel of the regular service, whose influence is sufficient to insure them against arrest.

—The *Paz*, of Maranhão, is informed by the commander of the Brazilian gunboat *Lamago* that the Sant'Anna lighthouse is in the worst possible condition. The machinery is broken and the light does not revolve regularly. There is no chimney for the light, consequently the glass is badly smoked. Practically, the light is worse than none.

—According to the *relatório* of the president of Maranhão, that province now contains 160 sugar usines, producing 160,000 bags of sugar annually, which will be increased to 200,000 bags the present year. Cotton growing is stationary, the production being about 42,200 sacks annually. The export of cotton in 1850-51 was 53,999 sacks, in 1853-54 it was 62,059 sacks, while in 1880 the production was only 42,284 sacks.

—The receipts of the Antonina (Paraná) *meça de rendas* during the half year ending December 31, were as follows:

From imports.....	6,279\$068
„ despacho marítimo .....	1,940 000
„ exports.....	94,539 702
„ interior taxes.....	3,642 278
	106,401 048

—The *relatório* of the provincial president of São Paulo notes an enormous increase of crime in that province. The increase is all the more striking because the nine months alone of 1881 are compared with the full years of 1880 and 1879. The crimes in the two principal classes were as follows:

	1881, 9 mos.	1880	1879
Homicides.....	72	31	75
Physical offenses.	95	40	45

—A long time since—so long that we can not give the date—we noted the murder of a French subject, named Sebastian St. Pastors, at Alegrete, Rio Grande do Sul. His murderer was a man named Francisco Xavier Franco. There was no question as to the crime, nor as to Franco being the criminal. And yet the murderer was discharged by a jury, as not guilty, early in December. And the people of that interesting town are perfectly satisfied with the result.

—The provincial assembly of São Paulo passed a resolution on the 21st ult. declaring that the “10 per cent. additional” on coffee exports was not voted by the legislature, and calling upon the president of the province to suspend it at once because of the urgency of such a step. The disavowal of this tax, unjust as it certainly is, is not at all creditable to the assembly; the tax was passed through carelessness and indifference on the part of the deputies, and the honorable part is to admit it frankly.

—According to the *Diário do Gram-Pará*, the province of Pará is “the Liverpool of South America.” That claim, colleague, means a great deal. It means wealth, and enterprise, and activity, and a high order of commercial training. Liverpool never offered subsidies to induce men to supply the city with fish and beef, nor suffered want in the midst of plenty. The goal people of Pará should earn this title, “the Liverpool of South America,” before they wear it, for it is one of the proudest and most honorable titles that any new city can claim.

—The *Reforma*, of Porto Alegre, of the 12th ult., relates that on the Monday evening previous a merchant and hat manufacturer of that city, named Emilio Hanssen, took a boat and boatman with the purpose, as he explained, of going fishing. It hardly seemed a good time for that sport, but when the customs officials overhauled Emilio at a later hour they found that he had made a splendid catch. Eight packages—of fish?—were found stowed away in the boat—and they contained 945 felt and silk hats. The fish were caught on the Dutch lag *Mreden*, from Hamburg.

—The total receipts of the Pará custom house during the calendar year 1881 amounted to 7,716,330\$771, as follows, the figures being taken from the *Diário do Gram-Pará*:

January.....	530,804\$719
February.....	535,882 293
March.....	455,242 460
April.....	498,442 052
May.....	350,721 478
June.....	555,073 810
July.....	728,157 947
August.....	692,630 718
September.....	866,808 320
October.....	945,300 826
November.....	832,449 016
December.....	724,814 692

7,716,330 771

—The receipts of the Ceará post-office during the fiscal year 1880-81 amounted to 15,977\$820.

—At the close of the past year the funded debt of the province of Maranhão amounted to 627,400\$.

—The opening of the provincial assembly of Santa Catharina has been postponed to the 1st of June.

—The provincial government of São Paulo has extended the time for the completion of the Cantareira water works one year.

—In a small field at Escaramuça, Minas Geraes, there were recently harvested 66 rattlesnakes. The Minas rattlesnake crop has been a very fair one during the past year.

—By an official order of the 23rd ult. the acting president of São Paulo suspended the “10 per cent. additional tax” imposed upon coffee exports by the last provincial assembly.

—There were 491 immigrants lodged at the immigrants' quarters in São Paulo during the month of January. Of these 403 were Italians, 80 Portuguese, and 8 were Germans.

—According to our latest advices Mr. Heribert H. Smith and party were making a scientific excursion into the interior of Rio Grande do Sul. It was the purpose of Mr. Smith to spend some months in that province, before continuing his journey to Mato Grosso.

—The *Piracibano* says that the municipal council of Capivary, São Paulo, has asked for the imposition of high duties upon all sugar imported into the province from other provinces. We would respectfully refer this council to the Associação Industrial.

—The *Provincia de São Paulo* has passed into the hands of Dr. Francisco Kangel Pestalua, his co-partner, Dr. Americo de Campos, withdrawing from the proprietorship of that journal. The latter, however, will continue as one of the editors of the *Provincia*, as before.

—An attempt to rob a railway paymaster near Piratiny, Rio Grande do Sul, on the 10th ult., was frustrated by timely information to the police, who sent a detachment to attack the ambuscade. The fight which ensued resulted in the death of three of the robbers. Two of the soldiers were wounded.

## RAILROAD NOTES

—The December receipts of the Barão de Acurama railway were 13,365\$860.

—The late rains caused much damage and many delays on the railways of São Paulo.

—The December receipts of the “Macacé e Campos” railway amounted to 93,457\$750.

—The December receipts of the Olinda railway of Pernambuco were 25,099\$540 and the expenditures 10,734\$977, leaving a surplus of 14,364\$563.

—The November receipts of the “Bahia ao São Francisco” railway amounted to 47,658\$200, and the expenditures to 36,693\$360, leaving a surplus of 10,964\$840.

—The total receipts of the Carangola railway during the fiscal year 1880-81 amounted to 460,337\$640, and the expenses to 289,487\$937, leaving a net surplus of 170,849\$703.

—Imperial decree No. 8,373, of the 7th ult., conveys a privilege to Messrs. William F. Kemp and John Whyte for a mountain railway of the Riggenbach system from Andaraib to Tjica, with two tramway lines from its terminal point at the latter place.

—The October receipts of the São Paulo and Rio de Janeiro railway amounted to 125,028\$160, and the expenditures to 70,774\$335, leaving a surplus of 55,153\$825. This gives a total surplus of 182,129\$058 for the four months from July to October inclusive.

—An accident occurred on the São Paulo branch of the Dom Pedro II line on the 25th ult., the locomotive jumping the track, breaking a wheel, overthrowing the tender, and smashing a freight car. The accident occurred between Lavrinhas and Queluz. The only accident to those on the train was several severe bruises to the fireman.

—The engineering club of this city has undertaken the organization of an annual congress of representatives from all the railways of the empire, to be held in the month of June. The plan includes delegates from the companies, administrations, and fiscalization departments; also national and foreign engineers who wish to attend, and a commission appointed by the engineering clubs. The congress will be in session for one month, which will be divided into four sessions: 1, organization and choice of subjects for discussion; 2 and 3, discussion of these subjects; 4, reading or presentation of any works which the delegates and engineers may wish to bring before the congress, for which the first session made no provisions. The club proposes to bear the expenses of the first congress and publishing its minutes and other labors.

—During the year 1881 there were 8,242 miles of railway constructed in the United States.

—The December receipts of the Fortaleza tramway amounted to 3,579\$080, and the expenditures to 1,557\$600.

—The December receipts of the Olinda tramway, Pernambuco, amounted to 25,099\$440, and the expenses to 10,734\$977, leaving a surplus of 14,364\$563.

—During the half year ending Dec. 31, the *ferry* *curril* of Fortaleza, Ceará, carried 130,454 passengers. The gross receipts amounted to 17,523\$614.

—The government has authorized the São Paulo Railway Co. to establish telegraphic communication between the Santos, Biaz, São Paulo and Campinas stations, and to add 50 wagons to their rolling stock.

—The amount of guaranteed interest paid by the government to the Sorocabana railway shareholders for the half year ending December 31 last, was 150,221\$935. This represents the balance to be made good over and above the surplus earnings of the road.

—On the 7th ult. all the railways at Chicago, United States, reduced their eastern freight rates to a basis of ten cents per hundred weight to New York, eight cents to Philadelphia, and seven cents to Baltimore.

—Imperial decree No. 8,346, of the 24th December, concedes a privilege to the Compagnie Impériale du Chemin de Fer do Rio Grande do Sul for the construction of a railway from Bagé to Cacoeira, where it will join the line from Porto Alegre. The government guarantees 6 per cent. per annum.

—The Mogyana company has established an agency in the city of São Paulo for the convenience of stockholders in the transference of shares, payments of dividends, etc., etc. This act will be of very great convenience to the stockholders, as many of them reside in or near that city.

—The receipts of the Baturité railway during the half year ending December 31, amounted to 216,622\$857, and the expenditures to 104,417\$376, leaving a surplus of 112,205\$481. This shows a net increase over the corresponding period of 1880 of 57,847\$063. For the whole year the receipts amounted to 346,192\$376, and the expenditures to 208,601\$630, leaving a surplus of 137,590\$746.

—The provincial assembly of Rio de Janeiro has authorized the president of the province to transfer the Cantagallo railway, and its branch to Rio Bonito, to Manoel Gomes de Oliveira, or such party as shall offer more advantageous terms, on the following conditions:—1st, the price to be paid to be not less than 10,000,000\$, including all material on hand and imposts on transference; 2nd, the purchaser to pay the cost for all material ordered; 3rd, the payment must be made within six months from the date of contract under penalty of its revision; 4th, the deposit of 50,000\$ at the time of signing the contract which will be forfeited if the whole payment is not made in the stipulated six months; 5th, the revision of the contract will be valid from its own terms and without the formal notification of the provincial president; 6th, the purchaser will be obliged to prolong the line and branches, (1) to a junction with the Leopoldina line, (2) to the banks of the Rio Grande, (3) to the “Macacé e Campos” line at Macacé, and (4) to the Ponta da Almação in Niteroi; 7th, the purchaser will be obliged to employ no other gauge in the branches than the one now adopted; 8th, in case other prolongations or connecting roads are afterwards desired, the purchaser will have the preference for concession; 9th, the province guarantees 6 per cent. per annum on the capital actually employed, not exceeding 20,000,000\$, for a term of 15 years, payable semi-annually; 10th, the province concedes an exclusive privilege for 90 years, and a zone of 25 kilometers on each side of the lines; 11th, when the net receipts exceed 10 per cent, two-thirds will go to the company and one-third to the province as reimbursement for interest paid; 12th, the president of the province will mark the irrevocable periods for the commencement and conclusion of the works, and the presentation of definite plans for his approval, subject to the penalty of a revision of contract; 13th, the price of transference will be applied to the redemption of the notes given to the Barão de Nova Friburgo in payment for the road, and in relieving the provincial debts; 14th, the government reserves the right of revising passenger and freight tariffs. The law reserves all rights guaranteed by contracts already made. This law is dated the 17th of January, ultimo.

To keep machinery from rusting take one-half ounce of camphor, dissolve in one pound of melted lard; take off the scum and mix in as much fine black lead as will give it an iron color. Clean the machinery and smear with this mixture. After twenty-four hours rub clean with soft linen cloth. It will keep clean for months under ordinary circumstances.—*Exchange*.



## LOCAL NOTES

—The national industrial exposition closed on the 30th ult.

—Decree No. 8381, of the 14th ult., grants a six years' privilege in Manuel Lima da Camara for a fishing net of his invention.

—That illustrious member of both houses of the General Assembly, Mr. Lack de Quorum, has arrived, and has taken up his quarters here for the parliamentary season.

—It is reported that Ferrari intends to give us some of Wagner's "music of the future" next opera season. Quite so! And with third or fourth-rate singers as well!

—The imperial letter choosing Martinho Campos as senator from Minas Geraes was dated the 22nd ult. It is so rare that one has an opportunity to promote himself!

—There will be fifteen holidays during the present year on which no business transactions will be legal. Ah! to these fifty-three Sundays, and we have a total of 68 holidays.

—The customs receipts at this port during the past month amounted to 3,442,067\$316, against 3,476,299\$895 during the same month of last year—a decrease of 34,232\$579.

—The minister of agriculture has informed the president of Pará that he may grant a concession to B. A. Antunes & Co. and José Maria da Cunha for the erection of a telephone line between their places of business.

—One of the valuable features of the new home-manufactured postage stamps is the fugitive paper. Heretofore the paper has been strong enough to withstand a washing machine—but they'll never do it any more.

—A six years' privilege has been given to Guilherme Hallanell for a process of his invention for the manufacture of flexible metallic objects without the application of heat. May he it's done with a liver pad!

—During 1880 there were 46 trade-marks registered with the commercial board of this city, and from January to November of the past year the number was increased to 63, of which 15 belonged to establishments located outside of Brazil.

—By orders of the minister of marine the marine arsenal of Pará will place a steam launch at the disposal of Dr. Laishlau Netto during his search for the Azees on the island of Marajó. It is thought unlikely that he will capture a specimen too large for a moderate-sized launch.

—In an imperial letter of the 28th ult. the Emperor nominates M. Axel de Berensky, secretary of the Russian legation at Stockholm, a *comendador* of the Order of Christ. M. Berensky resided in this capital for some time as secretary of legation, and he will be heartily congratulated by many friends upon the attainment of these new honors.

—Imperial decree No. 8357, of the 24th December last, approves the regulations adopted by the government for the concession of interest guarantees to central utilities, under the law of November 6, 1875. This law authorizes guarantees on a maximum of 30,000,000\$, which the government now proposes to increase by addition of 20,000,000\$ for central office factories.

—Under date of the 13th ult. the minister of war transmitted to the military school of this city 4,600 passes over the Estação Garibaldi line, 200 over the S. Christóvão, 200 over the Villa Isabel, 200 over the Caris Urbanas, and 50 over the Sta. Theresa inclined plane. These passes, he believes, are dealt out with the carlets' rations, and are charged to fatigue service. When the Copacabana line reaches the front door of the military school the duties attached to this service will be much less arduous than they now are.

—According to the *Review Commercial Americana*, New York, of the 5th ult., the concession held by Messrs. John Riney & Son for a steamship line between Brazil and the United States has been sold to Mr. Jay Gould, the well-known railway operator and capitalist. Mr. Gould will inaugurate a semi-monthly service between New York and Santos, touching at all the northern ports alternately. Mr. Gould's wealth and energy, and his interest in the projected cable to this country, are good guarantees for the character of the steamship service he has taken to hand.

—By the last mails from the United States we learn of the death of Mr. Henry Evans Milford, formerly a partner in the Edgewood Manufacturing Company of this city. Mr. Milford was one of the most prominent members of the American community of this city, and was widely known as a gentleman of rare social qualities and a business man of high integrity. He withdrew from business here a few years since, and went to reside in San Francisco, California, where he died. It can be said without reserve that there are few among the present or former foreign residents of this city whose death could excite as deep a sympathy and regret as that of Mr. Milford.

—The Emperor has bestowed the title of "comendador" upon the new ministers of marine and justice.

—The Comte d'Eu has been accorded a four months' leave of absence from the capital for the benefit of his health.

—An imperial decree of the 28th ult. appointed Deputy Bento Francisco de Paula e Souza, of São Paulo, to the position of minister of marine in the present cabinet.

—A box containing 200 fans with concealed knives, and sundry other equally suspicious toys, were apprehended in the custom house on the 25th ult. They will probably be misused at carnival.

—The subscription list of the projected Banco do Crédito Real de São Paulo closed on the 25th ult. with 29,639 subscribers. This is 4,639 more than required, and insures the early establishment of the bank.

—The minister of agriculture has authorized the American line to employ freighted steamers for its service during February and March, owing to delays in constructing the new steamers, caused by "strikes."

—By an imperial decree of the 1st instant the Emperor appoints Deputy Manoel da Silva Malm, of Paraná, to the vacant position of minister of justice. This completes the cabinet which Counselor Martinho Campos has been so long organizing.

—A fire broke out in a dry goods establishment on the corner of Rua Sete de Setembro and Uruguaiana, resulting in the total destruction of the building and all its contents. Besides the dry goods store, the building contained a barber shop, a cigar shop and a jewelry store. The property was heavily insured in various companies.

—Faltier Kuehn Vaughan has gone to Pará after plans for his scheme of a "general expiation" establishment in London. In view of the late reports from Maranhão, perhaps the reverend father had better go there also. The people are said to be in urgent need of the means of subsistence, and that seems to be the most fruitful field for the reverend gentleman's begging.

—An attempt to murder took place in the Travessa da Barreira on the evening of the 30th ult., a jealous husband named Eudene Pelissier, shooting his wife and a man named Adilcia Broca. Both of the latter received severe, but not dangerous wounds. Pelissier was arrested. The particulars of the case are sufficiently unsavory for an exciting police trial, and that is about all.

—Under date of the 30th ult. the minister of empire nominated the following commission of civil engineers to examine the new Santa Cruz slaughter house, and report what measures are required for its improvement: Drs. Heroldo Velloso Pereira Penna, Antonio Augusta Fernandes Pinheiro, André Pinto Reluças, Alvaro Joaquim de Oliveira and José Americo dos Santos.

—By an imperial decree of the 20th ult. the government suppresses the board of public health of this city, and creates a new organization which is to be known as the "Conselho Geral de Salubridade Publica." The new organization will comprise the old board of health, the vaccination institute, and the health inspection of the port. The new regulations will do away with voluntary gratuitous service on the public health commissions, and will pay adequate salaries for the service.

—We regret to note the retirement of Dr. Joaquim Serra from the editorial management of the *Diário Oficial*. The well-known abolition principles of Dr. Joaquim Serra, and his thorough intelligence of character, make his occupancy of an editorial position under the pro-slavery cabinet of Martinho Campos a matter of great difficulty, and so he resigns. His withdrawal under these circumstances is so honorable, that it will serve only to increase the high esteem in which he is already held.

—An ingenious writer has figured out the relative value of free and slave labor for the *Crazeiros*, and in favor of the latter. In the employment of 30 laborers he makes the balance in favor of slave labor at 10,368\$ per annum. It is idle, of course, to discuss this question on such a basis—but for the sake of a little more light on the matter we would like to know just why it is that as between countries employing free labor and those employing slave labor, the final results are always in favor of the former?

—One of the most important events of the past fortnight was a declaration in favor of abolition by Senator Silveira Martins on the evening of the 23rd ult. The Rio Grande senator declared himself in favor of speedier emancipation, and of fixing a period for the utter extinction of slavery not later than January 1, 1890. This declaration has given a new impulse to the abolition movement, especially as it is reported that Senators Octaviano, José Bonifácio, Carrão, João Alfredo, and others, are preparing to support Silveira Martins on this question in the Senate. As the movement has not yet fully developed, we defer further discussion until our next issue.

## THE COFFEE AND SUGAR-PRODUCING COUNTRIES.

## THE ARGENTINE REPUBLIC.

Sugar production is increasing so rapidly of late years in the northern provinces of the Argentine Republic, Salta and Jujuy, that the coming international show of machinery at Buenos Ayres excites more than usual interest among makers of sugar machinery—the more so as American processes will then be exhibited alongside of English and French. The rivalry between European machinery and our own begins to become a matter of considerable interest in Brazil, where till now French machinery has been most extensively introduced, but where since the late visit paid by the minister of commerce to the sugar regions our own is now acknowledged to be in many respects superior to the former. The minister himself has acknowledged that much in his recent valuable and interesting report. The Argentine sugar districts bordering on Brazil, this rivalry will now spread to that region, and it is of vast importance to the Argentine planter to select the most approved processes.

Next in Brazil and Chili, the Argentine Republic is the most progressive country in South America. It produces hardly anything beyond raw material derived from its immense herds of cattle, its flocks of sheep, and now the growing cane industry. But there are many minor articles by no means unimportant, such as the dried peaches of Mendoza, the ostrich feathers of Bahía Blanca, and the famous nutria skins used for soft hat manufacture, &c. A rich country like this, attracting a larger immigration from Europe year after year than any other country in America outside of the United States, is of course a very valuable quarter to deal with, inasmuch as nearly all manufactured goods have to be imported from abroad. Hence the anxiety on the part of its business with the Argentine, and the excellent field there for the sale of European and American manufactures. Till within the last few years Buenos Ayres imported its crushed sugar from Europe and this country, and its ordinary loaf sugar from Peru, but gradually production in the districts we have named suffices not only to cover domestic requirements, but there is even a surplus for export. The actual yield of sugar in the republic may be put down at 25,000 tons. With the magnificent system of railways the country possesses, and its great river navigation, the agricultural branch expands at a rapid rate, the more so as an enormous immigration from Italy and Spain furnishes hands for field labor particularly, and the government lends its aid to settlements on fertile lands.

Juan Diaz de Solis, a Spaniard, is said to have been the first adventurer who explored the country, and took possession of it in 1513. Sebastian Cabot, in 1536, in the La Plata, discovered the island of St. Gabriel, the river San Salvador and the Paraguay. Buenos Ayres was founded in 1535 by Don Pedro de Mendoza. Business was an languid in 1748 the annual fleet from Spain made its last voyage. A free trade with several American ports began in 1774, and an extension to the Spanish ports was granted in 1778. Under a viceregal rule augmented and commercial prosperity ensued. Buenos Ayres was captured in 1806 by General Beresford at the head of a British army, but he was in turn compelled to surrender a few weeks afterward to General Liniers, a French officer commanding a body of militia. Liniers was raised by the people to the viceregalty, upon the expulsion of Beresford for cowardice. While Spain was invaded by Napoleon I, the Argentines commenced their struggle for independence, which lasted till 1821 when it was recognized.

Since then there have been innumerable revolutions, and even a war with Paraguay, in which Brazil sided with the Argentines, but the infusion of people from Europe is so great, and the country prospers in such an extraordinary manner, that the miserable squabbles between provinces at length begin to get lost sight of, the discovery being happily made that there is not time left for the old chronic "pronunciamientos." In consequence of this happy change confidence in the stability of the present "régime" has revived, the more so as the present President, General Roca, is a man who does not allow himself to be trifled with by professional politicians and dismissed military men. Capital now flows into the republic abundantly, both from London and Paris, and the credit of the country is so excellent that paper money is about to be abolished and the gold basis established in its place, so that the gold premium is at present only a couple of per cent. It is to be hoped that General Roca, who pacified personally the outlying Indian territory, may retain power for many years to come. He has just settled the threatening Patagonia frontier question with Chili.

The Argentine Republic is divided into fourteen provinces and three federal territories. It covers an area of 160,000 square miles, and has a population of 2,400,000 souls. In the cities there live 610,433 inhabitants, on the "pampas" and in the rural districts 1,114,160, and on islands and rivers 12,330.

There are of foreigners mostly North and South Americans, Italians, Spaniards, and Frenchmen, about 11,000 English, 6,000 Swiss, and 5,000 Germans; Italians are in the majority, and the Argentine Republic might almost be called "little Italy." Buenos Ayres had a population of 177,787 in 1869; in 1878 it had increased to 200,000, and at present it does not fall much short of 250,000. Immigration into the republic ranges between 50,000 and 100,000 annually, according to the political status that prevail in it. The income is \$19,250,000, and \$18,479,614 the expenditure—budget of 1879-80. The internal and external debt does not exceed \$58,956,563, a mere trifle for a country of such unlimited resources. The army numbers 7,175 men, the national guard 236,000, and the reserve 68,000. The navy numbers 27 men-of-war, of which two are iron-clads of the first class, 88 guns, 7,510 horse power, and 12,000 tons.

The import in 1879 was \$44,867,000 worth of goods, and the exports \$47,765,000. The chief articles exported in that year were: Wool, 91,951 tons; hides, numbering 2,336,799; sheepskins, 25,089 tons; horse hides, numbering 317,429; tallow, 15,538 tons; horse hair, 2,373 tons; jerked beef, 32,310 tons; cattle and sheep, 297,073 head; ostrich feathers, 54,762 kilos; and nutria and goat skins, \$789,000 worth. The export of frozen meat to Europe will become important. The maritime movement in 1878 was: Arrivals, 1,132 sailing vessels, measuring 253,162 tons, and 1,200 steamers of a joint tonnage of 616,409. The Argentine merchant navy counts 6,438 vessels of together 140,528 tons, and 160 steamers measuring in the aggregate 23,681 tons. Railroads in operation 1,460 miles, and 2,005 building, including the great Transandine line of 805 miles, which is to connect the Argentine Republic with Chili. The post-office forwarded in 1878 5,045,563 letters and 2,166,078 newspapers. Of telegraph lines there are in operation 9,967 miles. Number of telegrams forwarded in 1878, 214,714. The United States imported from that country in the fiscal year 1880, \$5,214,575 worth of goods, and shipped thither \$1,779,501 worth of domestic merchandise.

The decrease in the public debt of the United States during the month of November was \$7,249,126.25.

A MAN named B. Frank Moore was recently indicted in New York for sending lottery circulars through the mails, and was fined \$500 for the offense.

The Hawaiian crop of sugar is estimated by good judges in San Francisco at 43,748 tons, or 87,496,000 lbs. Of this, about 52,500 tons have been received at that city.

The shipments of coffee from Venezuela to the United States in 1880 amounted to 44,415,994 pounds, against 28,676,541 pounds in 1879—an increase of nearly 55 per cent.

The commission of William Henry Trescott, Esq., one of the United States commissioners now visiting Chili, is that of "special envoy extraordinary and minister plenipotentiary" in Chili, Peru and Bolivia.

The new coffee exchange in New York had about one hundred members at the beginning of January. The permanent organization was nearly completed, and the exchange was generally looked upon as a success.

A LIST of the principal new companies brought out in England during the year 1881, together with particulars of capital authorized, capital offered, etc. shows that the capital authorized amounted £91,654,362; capital offered to the public £63,560,167; and the deposits, £18,384,539. Many of the companies have proved abortive, however, and others are already in course of liquidation. Very many have started with only a part of the capital subscribed.

LITTLE progress has been made as yet towards organizing the Coffee Exchange. A leading jobber said Saturday that the coffee trade was in such a state that something must be done, and it was thought an Exchange would meet the want. The business, as now conducted, was not profitable. Chicago, St. Louis and other Western cities have taken away much trade that rightly belongs to New York. An importer, when interrogated on the subject, stated that there were only four or five jobbers who favored the scheme. He might join, he said, if the plan worked well, but was not willing to take any stock at present. A Wall street coffee broker thought it safe to assume that fully one-half the trade were in favor of the movement. The object of the Exchange, as was stated some days since, is to make this city the leading market in the United States, and to conduct the business on the same plan as it is done at the other Exchanges.—New York Commercial Bulletin, December 5.

reduced its rate to 20  $\frac{1}{4}$ . The Banco Commercial then affixed the following rates:

London..... 20 $\frac{1}{4}$

of the United States law requiring the payment of three months' extra wages to seamen discharged in foreign ports. This law, though intended to protect seamen, has become a matter of such great abuse and injustice—in another word, of so much extortion—that its repeal should not be delayed one single moment.

Bank rate of exchange on London to-day.....	20 1/4 d
Present value of the Brazilian mil reis (paper)	750 rs. gold
do do do in U. S.	
coin at \$4 80 per £1. stg.	40.50 cts
Value of \$1.00 (\$4.80 per £1 stg.) in Brazilian currency (paper).....	2 460
Value of £1 sterling	22 800

Feb. 3.—This morning the New London & Brazilian Bank drew at 20½ and continued doing so until 12 o'clock when it

63	Banco do Brazil hypoth. n. (6.c.).....	94½ %
91	Banco Predial, hyp. notes.....	82½ %
110	Sorocabana R.R. (outs. sale).....	115 000

Europe.....	74,083	98,314	101,328
Elsewhere.....	6,960	17,969	7,568
<b>Total.....</b>	<b>244,020</b>	<b>371,343</b>	<b>311,540</b>

Total arrivals in January 1,172 cases  
against 65 „ in January 1881  
We quote 650-660 reis per kilo.

**RAILROADS—Arrivals:** 370 barrels per *Alce* from Baltimore 250 „ „ *J. S. Woodford* N.Y. 375 „ „ *Adla T. Dwyer* from do

Total arrivals in January 1,445 barrels against 700 „ in January 1881.

Market firm at 9800—10350 per barrel.

**Coal—Arrivals:** 803 tons per *Yone* from Cardiff 384 „ „ *Tully* from do 384 „ „ *Stewart* from do 1,236 „ „ *Santa* from do 950 „ „ *R. D. Bigelow* from Baltimore 1,000 „ „ *Chera Victoria* from Cardiff 1,198 „ „ *Carroll* from do

The arrivals in January amounted to 16,709 tons, viz:

15,379 tons from Cardiff 380 „ „ Greenock 950 „ „ Baltimore 16,709 tons

against 6,083 „ in January 1881.

Prices continue nominal.

**Hay—No arrivals.**

Market flat at 68 cents per kilo for Rosario

The arrivals in January were 1,308 bales against 7,116 „ in January 1881.

**Brown—No arrivals.**

Market quiet at 2800—3000 per bag.

Total arrivals in January 1,499 bags against 894 „ in January 1881.

**Indian Corn—Arrivals:** 500 bags per *La France* from River Plate.

Total arrivals in January 3,282 bags against 2,075 „ in January 1881.

The market continues firm at 4800—4900 per bag.

**Cocoa—Arrivals:** 1,000 casks per *Emilio* from Hamburg 3,600 „ „ *Felicitas* from London 3,600 „ „ *Tachibana* from Marseilles

Total arrivals in January 10,289 casks against 500 „ in January 1881.

Market firm. We quote:

English 7800—8500 German 7500—8000 French 7500—8000

**Butter—Arrivals:** 80 cases and 50 barrels per *Rose* from New York 430 cases per *La France* from Marseilles.

The arrivals in January 2,275 cases and 390 barrels

The market continues firm. We quote:

French, in barrels, 1800—1900 per lb. do in this 1600—1700 „ 240 „ Danish 1000—1100 „ 120 „ Italian, Modeste Galant 1000—1100 „ 120 „ American, in this 840—850 „ do in barrels 750—760 „

**Beer—Arrivals:** 78 cases and 28 barrels per *Tulip* from Hamburg 50 „ „ *St. Louis* from New York 10 „ „ *St. Louis* from New York

The consumption continues good, German being especially in demand. We quote:

Bass (Hills & Hill) 7500—7800 Tennent 4500—5000 Guinness Stout 7500—7800 Gerns, Carlberg 7500

do Cavallo 7000

do Sunday brands 5000—5500

Total arrivals in January 3,000 cases and 150 barrels

**Coffee—Arrivals:** 2,700 tons per *La France* from Gaspé.

There is no change in the market and retail prices are maintained at 2500—2600 per cask.

Total arrivals in January 9,350 tons and 71 cases against 11,174 „ in January 1881.

## SHIPPING NEWS.

## ARRIVALS OF FOREIGN VESSELS.

**JANUARY 22.**

BALTIMORE—Am ship *Alce*: 312 tons; Liverpool; 44 casks; sundries to W. & C. Co.

**JAN. 23.**

LONDON—Sw ship *Felicitas*: 383 tons; Landgraben; 70 casks; cement to Burton Wright & Co.

BALTIMORE—Am ship *Chera*: 312 tons; Liverpool; 44 casks; sundries to W. & C. Co.

do and land to Watson Ritchie & Co.

ITALY—Russo ship *Tenacite*: 236 tons; Marianne; 47 casks; sundries to order.

**JAN. 24.**

MARSEILLE—Fr ship *Yone*: 279 tons; Havre; 70 casks; sundries to H. J. Clemente & Co.

BALTIMORE—Am ship *Tachibana*: 457 tons; Oliver; 58 casks; flour to Phillips Bros. & Co.

RIO GRANDE—Dutch ship *Santa Fe*: 130 tons; St. J. de; 35 casks; sundries to order.

**JAN. 25.**

CARIBBEAN—Br ship *Polio*: 245 tons; Evans; 45 casks; coal to A. Wagner.

BALTIMORE—Arg ship *David Stewart*: 608 tons; Holt; 53 casks; flour to Phillips Bros. & Co.

N. YORK—Am ship *Tachibana*: 316 tons; Mankin; 70 casks; sundries to H. J. Clemente & Co.

**JAN. 26.**

CARIBBEAN—Br ship *Severin*: 667 tons; Coppe; 50 casks; coal to Norton Megaw & Co.

do—Br ship *Scoria*: 921 tons; Thompson; 54 casks; coal to Wilson Sons & Co.

CALABRIA—Sw ship *Adolph Fredrich*: 327 tons; Frederic; 56 casks; sundries to order.

BALTIMORE—Am ship *Yone*: 471 tons; Snow; 40 casks; sundries to H. J. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

MONTENEGRO—Sp ship *Antonia*: 127 tons; Bertan; 14 casks; jerked beef to Frimas & Miranda

SALT TO AMP—Br ship *Amberbury*: 298 tons; Davies; 35 casks; salt to J. de Rodas & Sons

**JAN. 27.**

BALTIMORE—Br ship *E. D. Bigelow*: 666 tons; Michael; 56 casks; coal to order.

N. YORK—Am ship *Adla T. Dwyer*: 488 tons; Bonner; 42 casks; sundries to H. J. Clemente & Co.

ARACAJU—Portug ship *Alce*: 325 tons; Conceição; 6 casks; sundries to G. Albraches & Co.

**JAN. 28.**

N. YORK—Br ship *Lia*: 497 tons; Curry; 42 casks; sundries to Montenegro Hime & Co.

**JAN. 29.**

MADRID—Fr ship *Duguay Trouin*: 380 tons; Savary; 36 casks; general cargo; put in this port today, bound for Yokohama.

SALT ISLAND—Gr ship *Y. F. Fust*: 400 tons; Noyat; 25 casks; salt to Barbara Costa & Co.

**JAN. 31.**

WILMINGTON—Gr ship *Maria Sophia*: 327 tons; Sacham; 98 casks; pine to A. C. Nathan & Co.

CARIBBEAN—Br ship *Queen Victoria*: 670 tons; Davies; 50 casks; coal to Wilson Sons & Co.

PAYASANDI—Sp ship *Eugenio*: 125 tons; Mar; 26 casks; jerked beef to the Companhia Pastoral Agricola.

**FEBRUARY 1.**

HONGKONG—Sw ship *Syphidre*: 240 tons; Hagetin; 91 casks; pine to order.

**FEB. 2.**

SWANSEA—Br ship *Cornwall*: 798 tons; Baker; 40 casks; coal to order.

## DEPARTURES OF FOREIGN VESSELS.

**JANUARY 22.**

ARACAJU—Portug ship *Alce*: 325 tons; Conceição; 6 casks; sundries to G. Albraches & Co.

**JAN. 23.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

ARACAJU—Br ship *Alce*: 325 tons; Conceição; 6 casks; sundries to G. Albraches & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 24.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 25.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 26.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 27.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 28.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 29.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 30.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**JAN. 31.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 1.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 2.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 3.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 4.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 5.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 6.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 7.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 8.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 9.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 10.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 11.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 12.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 13.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 14.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 15.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 16.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 17.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

**FEB. 18.**

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

PRUSIA—Br ship *Chera*: 631 tons; Williams; 84 casks; pine to F. Clemente & Co.

## GOVERNMENT BONDS.

EMISSION	CIRCULATION	DENOMINATION	INTEREST	NOMINAL VALUE	QUOTATION
		General Apolices, currency.....	6 7/8	1,000,000	1,062,000
		" " " "	"	800,000	"
		" " " "	"	600,000	1,050,000
		" " " "	"	500,000	"
		" " " "	"	400,000	"
		" " " "	"	300,000	"
		" " " "	"	200,000	"
		" " " "	"	100,000	"
		" " " "	"	50,000	"
		" " " "	"	25,000	"
		" " " "	"	12,500	"
		" " " "	"	6,250	"
		" " " "	"	3,125	"
		" " " "	"	1,562	"
		" " " "	"	781	"
		" " " "	"	390	"
		" " " "	"	195	"
		" " " "	"	97	"
		" " " "	"	48	"
		" " " "	"	24	"
		" " " "	"	12	"
		" " " "	"	6	"
		" " " "	"	3	"
		" " " "	"	1	"
		" " " "	"	0.50	"
		" " " "	"	0.25	"
		" " " "	"	0.125	"
		" " " "	"	0.0625	"
		" " " "	"	0.03125	"
		" " " "	"	0.015625	"
		" " " "	"	0.0078125	"
		" " " "	"	0.00390625	"
		" " " "	"	0.001953125	"
		" " " "	"	0.0009765625	"
		" " " "	"	0.00048828125	"
		" " " "	"	0.000244140625	"
		" " " "	"	0.0001220703125	"
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Transact a  
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Advances made on consignments of  
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Regular monthly Lines of  
*Steamers and Sailing Packets*  
running between above Ports.

Unrivalled facilities for buying and selling  
*Brazilian Produce & American Staples*  
at the most advantageous terms.

**LIDGERWOOD MFG. CO.,**  
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**MILFORD & LIDGERWOOD,**

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**GENERAL AGENCY FOR THE**  
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**COFFEE-CLEANING MACHINERY.**  
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AND  
BRAZILIAN BANK**  
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BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,  
RIO DE JANEIRO, RIO GRANDE DO SUL,  
AND MONTEVIDEO.

Capital..... £ 1,000,000  
Capital paid up..... " 500,000  
Reserve fund..... " 165,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co.,  
LONDON.

Messrs. Mallet Freres & Co.,  
PARIS.

Messrs. J. H. SCHROEDER & Co.,  
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Messrs. MORTON, BLISS & Co.,  
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**ENGLISH BANK**  
OF  
**RIO DE JANEIRO**  
(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital..... £ 1,000,000  
Ditto, paid up..... " 500,000  
Reserve Fund..... £ 150,000

Draws on the London Joint Stock Bank and transacts  
every description of Banking business.

**JOHN McCALL & CO'S.**

*Prepared Meals.*

Paysandú Ox Tongues, Fresh and Smoked,

Ox Tails, Stewed Kidneys,  
Potted Tongue, Spiced Beef,  
Fresh Beef, etc.

Put up in small tins convenient for family use, and at very  
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Sole Agency in Rio de Janeiro:

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Good, airy rooms; a fine shower bath; a healthy location;  
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## ROYAL MAIL STEAM PACKET COMPANY

*Under contracts with the British and Brazilian  
Governments for carrying the mails.*

### TABLE OF DEPARTURES,

1882

Date	Steamer	Destination
Feb. 9	Tagus....	Bahia, Pernambuco, Lisbon, Southampton, Havre and London
" 24	Tamar....	Bahia, Macéió, Pernambuco, Lisbon, South- ampton and Antwerp
" 26	Avon....	Montevideo and Buenos Ayres.

The outward steamers are due here about the beginning  
and middle of each month; proceeding to Santos, after the ne-  
cessary stay in this port.

For freights and passages apply to  
E. W. MAY, Supt.,  
Rua 1º de Março No. 49.

**LIVERPOOL, BRAZIL AND RIVER  
PLATE MAIL STEAMERS**

UNDER CONTRACT WITH THE

**BRAZILIAN GOVERNMENT**

*For New York:*

Steamers leave Rio de Janeiro on the 8th, 15th and 25th  
of each month, landing at New York.  
Other steamers sail monthly for the United States of Am-  
erica, as per special advertisements.

*From New York:*

A steamer leaves on the 5th of each month (occasionally  
calling at West Point for cargo) for Bahia and Rio de  
Janeiro, bringing cargo and passengers for transshipment to  
the Coast Ports and River Plate by steamers of the same  
Line.

*Excellent accommodations for passengers.*

Apply to

Lamport & Holt

21, Water Street, Liverpool;

or

Arthur Holland & Co.

17, Leadenhall Street, London.

Agents in Rio de Janeiro,

**Norton, Megaw & Co.**

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DATING STAMPS.**

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Self-Inking Hand Stamp,

The Pocket Pencil Stamp,

The Compass Stamp,

Fac-simile Autographs,

Monograms,

Hand Stamps of every size and

description.

For Merchants, Bankers and Professional Men and for all  
business purposes, these stamps are superior to any kind of  
hand stamp in use. They are simple, durable, elastic, and  
they print easily and perfectly. They are absolutely noiseless.  
For Family Use, in marking clothing, house and table linen,  
etc., with indelible ink, they are invaluable.  
Monograms, autographs, etc., made to order.

*Metal-Bodied Rubber Type.*

An elastic, changeable type that can be set up and used with  
out delay and as often as occasion requires.

These type have accurate metal bodies upon which rubber faces  
are moulded and vulcanized by a patented process. They  
combine the accuracy of metal type with the elastic printing  
qualities of rubber. In use they are

*Noiseless, and Print Perfectly.*

For business purposes they are invaluable. They can be  
used in any manner in which the ordinary Rubber Stamps are  
now used, except in the very large sizes.

This new type is put up in a variety of styles and sizes to suit  
purchasers.

S. T. LONGSTRETH, Manufacturer of

**RUBBER PRINTING AND DATING STAMPS,**

No. 34, Rua S. Pedro.

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C. P. MACKIE & Co., Limited.

PHILADELPHIA, Pa., U. S. A.

*Railroad, Tramway and Engin-  
eering Supplies and Materials.*

Contracts made for furnishing new lines with Rails, Bridges,  
Rolling Stock, Shop Machinery, Telegraph Supplies, etc., at  
Manufacturer's Lowest Rates.

Designs and Estimates on application.

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BRAKE Co.**

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**THE WHARTON RAILROAD  
SWITCH Co.**

PHILADELPHIA, Pa., U. S. A.

**PULLMAN PALACE CAR Co.**

NEW YORK, U. S. A.

**T. G. BRILL & Co.**

PHILADELPHIA, Pa., U. S. A.

**HOOKE SMELTING Co.**

PHILADELPHIA, Pa., U. S. A.

**LEHIGH CAR WHEEL WORKS**

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**CULMER SPRING Co.**

PITTSBURGH, Pa., U. S. A.

**THE JOHN A. ROEBLING &  
SONS Co.**

TRENTON, N. J., U. S. A.

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DUNKIRK, N. Y., U. S. A.

**W. M. SELLERS & Co.**

PHILADELPHIA, Pa., U. S. A.

**BLAKE ORE CRUSHER CO.**

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**SECURITY AGAINST FRAUD!**

*The Monitor*

*Check Perforating Machine.*

The use of this machine affords an absolute guarantee  
against raising or altering the amounts specified on any kind  
of commercial paper.

The machine may be seen at this office, where orders will be  
received.

**GUARDIAN FIRE AND  
LIFE INSURANCE CO.**

The undersigned having been appointed Agents at  
Rio de Janeiro, are prepared to issue Policies of  
Insurance against Fire on the usual terms.

SMITH & YOUNG.

No. 62, Rua 1º de Março.

**THE LIVERPOOL AND LONDON  
AND GLOBE  
INSURANCE COMPANY.**

Agents in Rio Janeiro

**Phipps Brothers & Co.**

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7 Travessa do Ouvidor 7.

This establishment, supplied with excellent material nearly  
all imported from the United States, is prepared to print any  
work of literature, art, science, religion, etc., etc., however  
voluntaneous it may be. It executes all kinds of printing for  
commercial transactions, railways, public departments, com-  
panies, banks, associations, brotherhoods, etc.

*Visiting Cards,*

*Bills of Fare, Wedding Invitations,  
Circulars, Funeral Announcements,  
Art and Color Printing.*

Orders from the interior will be accepted whenever accom-  
panied by the name of some person in this city as a guarantee.

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RIO DE JANEIRO

**CHOICE BOOKS.**

CARLYLE'S REMINISCENCES;  
UNCLE REMUS' FOLK LORE;  
A FOOL'S ERRAND;  
etc., etc.

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J. AYRES & Co.

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Importers and introducers of Drugs, Chemicals, Pharmaceut-  
cal products, and American, English and French specialties  
of all the different makes.

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The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineer-  
ing enterprises, and to all ex-cordate subjects which aid in the  
industrial development of the country.

It will contain a full record of all concessions granted by the  
government, and of their administration and condition.

Owing to its large circulation among engineers in all parts of  
the empire, it will be found a valuable advertising medium.

Published monthly.

Terms:—one year..... 12\$000  
six months..... 6 000  
each number..... 2 000

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City Telephone Address: No. 112.

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No. 79 Rua Sete de Setembro.  
Caixa no Correio, No. 721. Rio de Janeiro.

**THE RIO NEWS**

*Published three times a month for the American and  
European mails.*

The Rio News was established under its present title  
and management on the 1st of April, 1879, succeeding the  
*British and American Mail*. Although the style, title  
and frequency of issue were changed at the time of trans-  
fer, the designations of number and volume were continued  
unbroken. At the beginning of 1881 the style of the  
publication was still further changed by an increase from  
the four to eight pages, and a diminution in the size of the  
page. This change not only largely increased the size of  
the publication, but it added greatly to its convenience for  
office and reference use.

The policy adopted by THE NEWS at the outset was that  
of strict independence and impartiality. The editors had  
well grounded convictions on political and economic ques-  
tions, and as they believed that all such questions had a  
direct or indirect influence on commercial and financial en-  
terprises they decided to discuss them just as far as their  
relative importance made it desirable. In this line of policy  
THE NEWS has been successful even beyond all expectation.

With the beginning of its ninth volume (January, 1882)  
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